

What is claimed is

1. A light alloy wheel with an outer rim having a tubular rim part that is comprised by: a bead seat (B); a hump (H); a slope wall (S); an ornamental wall (D); and a cavity defined
5 by these four walls; and wherein,

when assuming a solid rim part that is consisting of the bead seat, the hump and the slope wall and has a typical standardized shaping construction in respect of inclination, dimensions and wall thicknesses, and in conformity mainly with
10 design specification of a tire,

(a) a ratio of cross-sectional area of the tubular rim part to that of the solid rim part is no more than 100%;

(b) a ratio of geometric moment of inertia of the tubular rim part to that of the solid rim part is no less than 100%;
15 and

(c) thickness (Bt) of the bead seat wall, thickness (St) of the slope wall and average thickness (Dt) of the ornamental wall (D) are optimized as to make the ratio of cross-sectional area as small as possible and as to make the ratio of geometric
20 moment of inertia as large as possible.

2. A light alloy wheel according to claim 1, wherein cavities of hollow spokes are joined to the cavity in the tubular rim part at joints between the hollow spokes and the tubular rim part, and augmentation and/or trim-wise rounding is made
25 at the joints on walls of the hollow spokes and/or the tubular

rim part.

3. A light alloy wheel with an inner rim having a tubular rim part that is constructed as in the tubular rim part on the outer rim as recited in claim 1.

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